



A. Public Hearing Transcripts
Public Hearing #1- Transcript
(6/23/15)

PLANNING BOARD
TOWN OF HARRISON
Tuesday, June 23, 2015
7:40 p.m.

PRESENT:

Thomas Heaslip, Chairman
Joe Stout
Kate Barnwell
Anthony Spano
Mark Rinaldi
Nonie Reich
Marshall Donat

ALSO PRESENT:

Patrick Cleary, Town Planner

McCullough, Goldberger & Staudt
Attorneys for the Applicant
BY: Seth Mandelbaum, Esquire

CHAIRMAN HEASLIP: Corporate
Park Drive.

MR. MANDELBAUM: That's the
image that's going to be in the power
point for the public. Good evening.
Thank you, Mr. Chairman, members of
the board. My name is Seth
Mandelbaum. I'm a partner with the
law firm of McCullough, Goldberger &
Staudt. We're very pleased to be
here this evening regarding a very
important project for the Town of
Harrison known as the Residences at
Corporate Park Drive. This proposal
at is 103 and 105 Corporate Park
Drive and is a proposal to redevelop
an underutilized office site that has
2, essentially, vacant office
buildings, one of which dates back to
the 60's, one dates back to the
'80's, with a modern, attractive
residential building designed to
appeal to young professionals or
Millennials, as they're known and

empty nesters. Consisting of 421 units, related amenities and parking structure wrapped on the inside of the building, as you'll see and hear about in a little bit. A small restaurant space in the front of the building to support the building itself and the surrounding area.

I have with me tonight representatives from Normandy Real Estate, who own the property through a wholly owned subsidiary LLC, Toll Brothers, who Normandy is partnering with on this project. VHB, who are the project engineers and Minno & Wasko, who are the project architects and my partner Frank McCullough, who worked on the issue of repurposing the I-287 corridor for many years, as most of you probably know.

Just by way of background, last fall, as you may recall, we filed the petition with the Town Board for a Zoning Amendment and it was referred

to this board for your consideration and recommendation. We have since filed substantive applications with this board, as well, for site plan, special exception use and slope permit. This Board began it's review last fall and declared itself Lead Agency. The applicants volunteered to prepare a Draft EIS, DEIS, which last month you deemed complete, based on the scope that was adopted earlier in the spring and you scheduled this public hearing, as you know. We did appear in front of the Town Board last October and we appeared in front of this Board several times since last November on this project. We're very pleased to be here to give a full presentation, both for the Board and the public, of this project and the DEIS that was filed last month. Then, of course, we'll answer any questions the Board may have. I would like to give a few minutes of

introductory remarks and John Canning of VHB will take you through some of the key chapters of the DEIS, which his firm prepared and finally, Stuart Johnson of Minno & Wasko will take you through the architecture, including the 3D animation we talked about last month and you've seen on other recent projects, I believe most recently on the Brightview proposal on Lake Street, which shows how the architecture has been designed to fit into the surrounding office park. Normandy owns several properties along the I-287 corridor, often referred to as the Platinum Mile, including 15 office buildings, in both the Town of Harrison and the City of White Plains. These are all numbered. The line is right down the middle of 287, between Harrison and White Plains. These properties are in White Plains. The rest of them in the Town of Harrison. Normandy's

ownership, referred to as The Exchange is nearly 1.6 million square feet of office space. As detailed in the DEIS and as was discussed in great detail in the preparation of the Comprehensive Plan by the Town Board, which had a lot of input from this Board, the suburban office market in Harrison and the broader region throughout the country is over-supplied with older buildings, just like 103, 105, which really doesn't appeal to tenants anymore, due to their design and age. The trend in the last 10 years or so has been creatively redeveloping and repurposing these buildings, which does a couple of things; takes over-supply out of the marketplace and replaces these outdated buildings with new uses, which we'll talk about in a moment. It adds vitality to the remaining office buildings that are still viable. We see examples of

this both regionally and locally of this trend. Regionally, Normandy has a project in Needham, Mass. which is right outside of Boston on Route 128, which includes Trip Advisors World Headquarters, a Marriott Residence Inn and several hundred thousand square feet of residential, mixed in with other retail. Toll Brothers, the co-developer here has a project called Park Plymouth, outside of Philadelphia, 398 units of similar Millennial and empty nester housing. I just saw in the Business Journal, the old Otis Elevator Plant in Yonkers is being redeveloped with 100 apartment units. Perhaps most significantly, over in Dobbs Ferry, the Rivertown Square Project is under construction, which is the redevelopment of the former Nobel Chemical Plants, which includes, among other things, over 200 residential units. There's

definitely a market. If you read any of the real estate trades or business journal locally, there's a very clear market for Millennial and empty nester housing, with amenities, near highways, near offices, near transportation sources, just as is proposed here. So recognizing this trend, in 2013, the end of 2013, after many public hearings and input and guidance from this Board, the Harrison Town Board adopted a comprehensive plan update, which really focused on what is known as the teardrop area, shown up here, of the town. It's in the SBO Zone, but it's bound by 287, the Hutch Parkway and 684. The Board really focused on that area, because it seemed to be sort of the epicenter of these potential redevelopment opportunities in the town. It was very clear in the comprehensive plan, the rest of the SBO, which includes other

properties along 287, as well as properties up by the airport, were not to be considered for rezoning, but the teardrop area was the area the Town Board really wanted to focus on and did focus on. So we have highlighted here some of the surrounding uses to the proposed site. The site is here in the middle, right next door is the Hyatt House, which is a former office use. Of course, in the back here, Lifetime Athletic, which is the former Gannett Distribution and printing facility. You have the Renaissance Hotel, the Windward School, a Postal facility. These are all former office sites. A little further down, if you go down a little further, this is Fordham over here, even though it's outside the teardrop, right next to it, this is Sloan Kettering, former Verizon offices in that case, where the Town Board changed the zoning to allow

1
2 that use, subject to special permit
3 review. It was a zoning amendment as
4 we proposed here and then specific
5 review process by this Board and the
6 Town Board and right now we're in the
7 SEQRA process, to look at those
8 various issues that John Canning is
9 going to take you through in a
10 minute.

11 I would like to note on this
12 slide, we took a look at where
13 actually the closest residential use
14 is to our proposed site. Actually
15 the closest one is a quarter mile
16 down in White Plains, off Haviland
17 Lane, right here, about 1,300 feet
18 away. The closest one in Harrison is
19 about a half mile away, past some of
20 the office buildings over here on the
21 other side of 684. Interestingly,
22 the comprehensive plan talked about
23 hotels as being quasi-residential
24 uses. The Hyatt House allows
25 extended stays. Those are akin to

apartment buildings. We believe what we're proposing here is complimentary and does fit in within the surroundings. Here's a couple of photographs. The Board has been up at the site and some of the public had an opportunity to take a look, as well. As I mentioned, the buildings are older. One of them is completely empty. This is a copy of the plan. It's very interesting statistics. In 1984, the Platinum Mile in Harrison generated 60 percent of the tax base. By December of 2013, that was down to 18 percent. You can see the change in the course of a few decades. There's some information in the comprehensive plan, that between 2008 and 2012, over one million square feet of office space was repurposed county-wide. A lot of it has taken place in Harrison. These buildings have been essentially vacant for sometime. We're very excited about

the architecture that's proposed,
that you're going to hear about and
some of the benefits this can provide
to the town.

Here's just an updated
perspective view. The architect
Stuart Johnson will explain in a
little bit, have really been working
on honing the architecture and this
is the view of what the entrance will
look like to the building, the
drop-off area. Stuart will take you
through that. I want to highlight a
couple of other things in the comp
plan. Supports expanding allowable
uses in appropriate areas in the
Platinum Mile with targeted control,
the special use permit controls. To
retain office complexes. The comp
plan didn't say get rid of all the
offices. Help the offices survive by
changing some of the uses and leaving
the ones thriving, have a suitable
complimentary office development.

The plan goes on to say, any proposal needs to be carefully evaluated, which is what you're doing right now, for potential impacts on area traffic and the school system. The DEIS addresses both of those in great deal, as John will explain. The DEIS clearly shows no significant impacts on either of those areas highlighted by the Town Board in the comprehensive plan. The Westchester County Planning is also opined on this proposal. They have said it's really fits perfectly with the live work play model they have been encouraging in the county 2025 documents, their long-range planning. They said it will enhance one of the county's major corridors through the redevelopment of the Platinum Mile.

I'd like to bring up John Canning, who will take you through the DEIS and Stuart Johnson will take you through the architecture and the

1
2 much anticipated video and we'll any
3 answer any questions the Board might
4 have at that point.

5 MR. CANNING: Good evening, Mr.
6 Chairman, members of the Board and in
7 case you might not have guessed, I'm
8 John Canning. With me tonight is
9 Mike Junghans. Mike is the civil
10 engineer in charge of the job and
11 Bonnie Van Ohlsen, with many years
12 experience, who's the author of the
13 DEIS. I'm a licensed professional
14 engineer. I prepared the traffic
15 engineer study. The DEIS is to
16 evaluate the project impact, which is
17 quite extensive. It's available on
18 line for the public to review. It's
19 available in the library. We
20 evaluated many aspects of the
21 project, including land use and
22 zoning, geology, soils and
23 topography, vegetation, wetlands,
24 wildlife, storm water, utilities and
25 cultural resources, fiscal impacts,

including potential school impacts, hazardous materials and construction. We have also looked at alternatives. We're very excited to be able to present to the Board the findings of the DEIS for the public, for their consideration. Most of you I'm sure are aware of the site. It's sort of trapezoidal in shape. There are two rectangular office buildings, basically, surrounded by surface parking. Most of the site has already been disturbed. These are just a couple of photographs to show you the parking and the office buildings and the settings they're in. I think that's it. This is the proposed site plan, where the existing office buildings will be replaced by residential buildings, with a small restaurant and will have two courtyards for resident recreation. Because people require more habitable space to live in at

home than they do in office buildings, the buildings will be larger, to preserve the site within the disturbed footprint, the development within the disturbed footprint of the site, take the parking and put it in a parking structure. You won't have parking surrounding the building anymore. The parking structure will be wrapped on three sides by the residential development. There will be potential future access points to the properties to the north, to facilitate both pedestrian and potentially vehicular access and make the whole teardrop more accessible. The residents will be able to visit Lifetime Fitness and go down Westchester Avenue and drive up the next street. The whole plan is consistent with the recommendations of the comprehensive plan. To give you an indication of what this

development will look like, we have done a couple of cross-sections. We have done an east/west cross-section, which runs from just about the other side of 287 through the Hyatt House Hotel, through the building and then through the office buildings to the east side. The north/south section, through Lifetime Athletic, through the building and through the office on the other side. This is the east/west cross-section. 287 is here. This is the Hyatt House Hotel, this is the proposed west wing of the development and the east wing and the office building on the east side. Then the north/south cross-section. This is Lifetime Athletic. This is a cross-section through the building. This is the closest building on the south side. This is another office building further to the back. As you can see, the overall height and size of the building is generally

consistent with the other buildings in the area. The next slide, please. I guess another important aspect of the project is what it's going to look like. We have prepared some visual perspectives to what the project will look like as you drive back and forth on Corporate Park Drive. We prepared two sets of perspectives, one in the summer, with the leaves on the trees and then one in late spring, early spring, late fall, with the trees more less bare. They're from almost the same vantage points, not quite the same vantage points. One of the things to note on this, most of the trees you'll see are the actual trees that are out there. We're taking the development and putting it into the existing disturbed development on the site. This is eastbound on Corporate Park Drive, this is the entrance to Hyatt House behind the trees. In the

summer, you can't see it from this vantage point. This is from the other side of the road. You can see with the leaves off the trees, you can start to see the building from above them. This is a little bit further, getting close to the main entrance to the development and in the summertime, you can again just see the development popping up from the top of the trees. Next slide. Just the other side of the street. Here is the main entrance. You can see the development hidden behind on either side. Next slide. This is a view from the other direction. You're now beyond the development, looking back westward, along Corporate Park Drive and the existing tree buffer and you can see the buildings poking through underneath. Next slide. Then this is just from the opposite side of the street, what it will look like in the wintertime

when the leaves are off the trees.

We also have a little video to show you at the end, so you get an indication what it will look like.

Next slide. Traffic and transportation. Next slide. So as Seth explained, this is the teardrop. This is the site. It's really ideally located on Corporate Park Drive which, connects to Westchester Avenue, which is a four-lane service road, two lanes east and two lanes westbound, which connects to a six lane highway, 287 and that provides easy access to 684 and to the Hutchinson River Parkway, which frustrates me because I don't know whether it's six lane highway or four lane highway. Also to the Merritt Parkway. So it would be hard to find a site better located than this one. We studied four intersections in the traffic study. We have done a qualitative analysis of two or three

more. The intersections we studied in detail are the site's front door, the intersection of Corporate Park Drive, Westchester Avenue westbound. We looked at the other side of the bridge, Corporate Park Drive and Westchester Avenue eastbound and the two intersections at either end of Bryant Avenue. Next slide. So the proposed development is primarily residential, with a small restaurant. In the morning, if the restaurant is open at all, it's going to serve the residents and somebody that comes to work in the area. We have accounted for it. In the evening, it's the residents and the restaurant will be open to the general public. It's five thousand square feet, generally small. We generated traffic very conservatively, assuming the development will generate 25 percent more traffic than what is indicated in the industry standard. We did

1
2 this to make sure if there's any
3 variability in the number, we erred
4 on the high side and made sure it was
5 not going to be a traffic impact.

6 The proposed development is expected
7 to generate 167 trips in the morning
8 and 255 in the evening. The existing
9 office building, when we did the
10 traffic studies 52 in the morning, 58
11 in the afternoon. If the market were
12 to turn around and it was fully
13 occupied, it would generate 239 in
14 the morning and 224 in the afternoon.
15 By comparison, the proposed
16 development would generate 72 fewer
17 trips on the surrounding roadways in
18 the morning peak hour. With our
19 conservative assumption, the 31 trips
20 more than the office building would
21 be if fully occupied in the
22 afternoon. Interestingly, the
23 traffic generation is complimentary
24 or contra flow to the existing
25 predominant flows in the area. The

office building that's there,
predominantly flows inbound in the
morning and outbound in the evening.
The residential predominant flow is
outbound in the morning and inbound
in the evening. We found that for
the office component of the
development we were comparing future
conditions if the office building
were reoccupied to the proposed
action. The office building would
add traffic to the busiest movements,
whereas the residential component of
the development adds traffic to the
less busy movements through the key
intersections. Next slide, please.
This puts the 200 odd trips in
perspective. This is the total
traffic volume at the intersection of
Westchester Avenue westbound and
Corporate Park Drive, which is the
site's front door. You can see in
the morning peak hour, there's
approximately sixteen hundred fifty

vehicles currently passing through the intersection. In the afternoon peak hour there's approximately 2000 vehicles passing through the intersection in the peak hour. The office building, as I indicated earlier, would add, going off memory, 200 something trips, which would be up to the top of the yellow portion here, whereas the residential component is going to generate slightly less. Both of them, relatively speaking, considering the this is the site's front door, are a near fraction of what's passing through the intersection right now. In the evening, very similar, based on our conservative projections, the residential development might generate slightly more traffic. We did the standard impact study, count the intersections, increased the existing traffic volume, generated traffic volume for the project,

determine where it's going to come from, 287, 684, add those volumes to the background traffic volumes, plug them into a computer software program, which compares the projected traffic volumes to the intersection capacity, based on the number of lanes and the amount of green time each lane gets. When we did this, basically we determined that at our four intersections, all intersections and all movements on these intersections in the peak hour will operate service D or better. The parlance from traffic engineers is kind of like school level of service, A through F, A the best, F the worst. D is tolerable during peak hours. We'd like to have a C. For an hour in the morning and an hour in the afternoon, D is the accepted standards. They're all going to operate at level service D in the peak hours. The intersection of

Westchester Avenue, Corporate Park Drive, the site's front door, the overall delay for the intersection, without the project, if the office building were reoccupied, 38.3 seconds average delay, in the busiest hour, which happens to be the p.m. would be 38.3 seconds. Take the office trips off and put the residential trips on the same analysis, with the same signal timing, the average delay will drop from 38.3 seconds to 36.8 seconds. We're taking movements off the busier movements and putting traffic onto the less busy movements. Essentially it has no impact. The next slide. Taxes and potential fiscal impacts. These graphs maybe a little hard to read on the screen. They are copies of what's in the DEIS, with color. Just to highlight certain sections. Currently in 2015, the property will generate 250 thousand dollars in

taxes for the Harrison Central School District, 93 thousand dollars for the Town, Village of Harrison, another 84 thousand dollars for the County and other local tax levying agencies, such as the sewer and fire district.

Next slide. With the proposed development, taxes are projected to increase to more than one million dollars for the Harrison Central School District, 475 thousand for the Town and Village of Harrison and 425 thousand for the County and other local tax levying agencies. This is a net increase of approximately eight hundred thousand dollars for the Harrison Central School District, 382 thousand dollars for the Town Village of Harrison and 341 thousand dollars for the County and other local tax levying agencies. Next slide.

VOICE FROM THE FLOOR: Where is this available for us to look at?

MR. CANNING: Should be

1
2 available on line.

3 CHAIRMAN HEASLIP: It's on
4 line. It's been on line for quite
5 sometime. There's copies. You can
6 take a look here.

7 MR. CANNING: We took a look at
8 the school district school
9 enrollment. Frankly, it was
10 fascinating to me, two children
11 exiting and one still there. It's
12 almost fascinating to look at school
13 district numbers. The current
14 enrollment as of May 2015 was 3,514
15 students, with 338 in the Purchase
16 School, which is the location that
17 this site is in. Looking at the
18 historical enrollment from 2003
19 through 2015, we see that enrollment
20 is on decline, generally starting to
21 decline. We're on the back end of a
22 peak. The peak in the elementary
23 school system, the four schools,
24 occurred in 2004 and occurred in the
25 Purchase School in 2004 by 474.

We're now down to 338 students. The peak in the middle school occurred in 2013. We expect the peak in the high school will occur this year or next year. Next slide. We looked at the school district's budget and we broke out program costs, as opposed to what I would call debt services. The program costs were 77 percent of the total budget or 84 million dollars per year. Enrollment 3,514. Divide that and the program cost per student is almost 24,000 dollars per student. The percentage of that paid by the local tax levy is 89.5 percent. The balance made up by state and other revenue sources. Resulting in a per pupil program cost to the local tax district of 21,400 dollars per student. Next slide. I've remised to mention the actual cost might be slightly less, depending if there's already classroom capacity. If you don't need to hire teachers,

generally speaking, we're working with the number 21,400, so we get a fair and balanced comparison. We did school enrollment calculations. It's based on studies of similar type of developments, White Plains, Mamaroneck, Elmsford, Bronxville, rental units in the same price point, generally, in a similar type of location. The data indicated there would be a range of students. We did student generation per dwelling unit, based on the number of units. Then we applied that to the 421 units in the proposed development, so that indicated that there would be a range of students generated by this development of between 11 and 29 students. We believe the analysis based on the Mamaroneck, Elmsford and Bronxville School Districts would be more representative, which is at the higher end of the range, 29 students. We used that for our calculation

purposes. The next slide. At 29 students and 21,400 dollars per student, the additional cost to the Harrison Central School District would be 620,715 thousand annually. The projected increase in tax revenue to the school district, actually it was a blank on my sheet, I said 800,000. It's actually over one million, one million forty-six thousand. The net to the school district, with 29 school children, would be 425,000 per year. Next slide. In addition to evaluating the project potential impacts in the various categories I discussed, one of the things that's included in the DEIS is a comparison of alternatives. The alternatives we have considered are the no action alternative, re-occupancy of the existing office buildings as they stand today, a bigger office building that still complies with the zoning, retail, a

hotel or a residential development with somewhat different or modified dimensional requirements. Next slide. We compared many issues, including building area, parking, impervious coverage, building height, wetlands, impacts, traffic, school children, water and waste water, among other things and the table on the screen before, which was too small to read, which was in the DEIS, compared each of those categories for each of the alternatives. This is the existing site. As you recall, it's two rectangular buildings surrounded by parking. This is the alternative, which would have slightly larger office buildings, I think 190,000 instead of 140,000, with more parking. You get more parking and more traffic with this than what is there now. Next alternative, a hotel, 400 room hotel, 4 stories, plenty of parking. Next

1
2 slide is Big Box Rental, maybe a
3 little restaurant, retail totaling
4 100,000 square feet, lots more
5 parking, more traffic, as well. Next
6 slide. This is an alternative which
7 still contemplates 421 residential
8 units, 5,000 square foot restaurant,
9 setbacks slightly greater than what
10 are currently proposed. The issue
11 with that, when you squeeze it in, it
12 goes up a little bit, so it's one
13 story higher. With that, I would
14 like to conclude my presentation of
15 the DEIS and hand it over to Stuart.

16 MR. JOHNSON: Stuart Johnson,
17 Project Architect with Minno & Wasko.
18 I'm a registered architect, licensed
19 in the State of New York. I'm going
20 to walk you through the conceptual
21 architectural design for the project.
22 We're going to begin with a few floor
23 plans with the project and proceed to
24 the digital animation we all spoke
25 of. The digital animation is going

to have 3 video sequences, 2 of which will be a pedestrian scale, vehicular view, if you will of the project from Corporate Park Drive, as well as Manhattanville Road. The third view will be that of a low area view, simulating of a helicopter ride, if you will, kind of panning around the project from the east to west side of the project, will give a good sense of the scale of the building, the mass of the building. Lastly, we'll leave you with some illustrative perspective renderings, will show the materials, the scale varied in the roof line and the building in context. With that, we'll begin here. This is the ground floor plan. The main entrance level floor plan. The building as described is a partially 4 and 5 story building, which steps across the site, with the natural topography and grading of the site. That allows for the left-hand

portion of the building here to actually be a full story below that of the east wing of the building. The main entrance of the building is here off of Corporate Park Drive, where you come into an entry motor court, which can be seen in the illustrative perspective. Here you pull in off of Corporate Park Drive. This is similar to that of a sort of high rent lobby, a high end sort of hotel lobby scale, if you will, which we're seeing in the marketplace. That offers a nice drop-off area for the perspective tenants in the building. That also functions as the valet parking area for the restaurant that's proposed here in the front corner of the building, with an outdoor dining area, that could be seen here on the building plan off the drop off area. The restaurant is located in the front right here. The restaurant entrance is located here

in the center. This is the main residential entry. On this entrance floor plan, this is the amenity floor, management located here. We have various amenities, which range from a clubroom to a small fitness suite, as well as outdoor lounging areas. The project has two different courtyards we're creating. This is what we call an active courtyard. This has a small pool deck in there, as well as some grilling stations, as well as outdoor lounging and seating area for the restaurant. That will be landscaped with hard-scape and green soft-scape. This is a residential floor plan. The project was uniquely designed. As described before, the parking for the project provides for a parking deck in the center of the building, wrapped on three sides with the residential structure and it's actually imbedded within the building, which screens

that from view from the public.

There's one side exposed and open.

That's along the rear of the site,

which faces the tree line property

divider to the Lifetime Athletic

facility. As well, over here, to the

right, you can see the more passive

courtyard, which would have an access

on that floor plan for the residents

and again in there, we would have

some outdoor seating space,

landscape, hard-scape and green

planting areas. You can see in the

site planning for the project,

there's a sidewalk or pathway for the

residents, so they can actually

access around the building and

actually get to the various areas

internally and externally and offers

a connection to the Lifetime Athletic

and the adjoining properties and

sidewalks on the site. We proceed to

the next image. This shows the upper

floor plan. Again, as described

before, the east wing of the building is one level taller than that of the west wing. You can see the pre-cast parking back there in the center, the active and passive courtyard in the site. If we advance now, we're prepared to show you the video animation with the three sequences that I described earlier. So again this is a slide here showing the first view. The first view is going to proceed off of Westchester Avenue and onto Corporate Park Drive. You get a pedestrian scale of vehicular view of the proposed design in context. As you move up Corporate Park Drive here, this is the hotel property on the left and access drives to the various office buildings on the right-hand side. You can start making out the top of the building here above the trees. If you notice, a part of the design, we tried to preserve as much of the

growth and foliage on the site. Here you can see the existing rock outcropping on the site, which will be preserved and the existing trees. You can make out here, this is the dining terrace, which is off that restaurant space in the front, which will be nicely landscaped. Here on the left, you'll start to make out, this is the main entrance in the motor drop-off area. This is the access to the garage. The view continues down Corporate Park Drive to the east. This slide is going to show you the next view sequence we're going to see, coming from Manhattanville Road, looking at the back of the project towards the west. This is proceeding towards the existing cul-de-sac which abuts the property and the development. Again you can see here with the existing old growth foliage screens the project. You can start to make out

the building here through the trees. This is the last video sequence we'll show you. Again, this is the low aerial animation, which is going to pan from east to west. Kind of a low helicopter flyover. This shows the existing surface parking here for the office buildings. You can start to make out our building in the background. If you notice the various jogs in the building, breaking up the building, both horizontally and vertically and the architectural masking. You can notice the varied roof line and the different jogs in the building. This is the passive courtyard we saw in the plan prior. You can see the sidewalk here that connects the building to the property.

VOICE FROM THE FLOOR: How many stories high is it?

MR. JOHNSON: This is 5 stories high on this side and 4 on this side.

This is the main entrance courtyard,
with the restaurant and terrace.

This is that existing rock
outcropping that we mentioned
previously. Here you can start to
make out the active courtyard and the
pool deck. Again, you can see how
the parking deck is screened on three
sides. If you notice here, the main
mass and portion of the building is
set well back from Corporate Park
Drive. This is going to continue.
Here we are going to wrap around and
we'll get to see the north elevation
that faces Lifetime Athletic. That's
the end of the animation. We're
going to show you some renderings,
still images, sort of perspective
views of the project, so we can
describe a little bit more the
exterior, vocabulary and language
used on the building. So again you
know, just to talk a little more
about this, the new luxury rental

development, we seek to stay in the same architectural character you find in the greater Westchester County. You can see here through the use of the classic Westchester County stone, we're bringing up onto the tower elements, as well as continuously used as a water table, as well as feature element on various parts of the elevation. You can see here the other rich materials of Hardie siding panels, as well as horizontal siding, varied roof lines and cornices, we're breaking that up so it's not one flat plan. Just to describe again, this is the main entrance courtyard with the restaurant and terrace. Advance to the next slide. This is an image showing you that more passive courtyard and landscaped area, which would have outdoor dining and recreation areas. You can see that connective pathway, which would be landscaped, to access that and again

you can see the varied roof line, as well as the stone being used on the inside courtyards. This is an image looking west. Again, you can see the different jogs in the building, the various courtyards. This is the passive courtyard, the active courtyard, over this way. Again you can see the existing old growth we're preserving on the site, which actually screens the building from view of Corporate Park Drive. Next slide. This is an image from the rear of the site, from the rear access. There's also an access to the parking garage off the rear of the site here. This is looking east and you can see how again we continue wrapping the elevations with the rich materials on all sides. This is sort of a low area image looking from Corporate Park Drive. You can see that existing rock outcropping. You can see the restaurant dining terrace

1
2 here and the landscape beyond and the
3 entrance drive. Lastly, I believe
4 again, this image, which is the main
5 focal image and entrance to the new
6 development.

7 MR. MANDELBAUM: Thank you,
8 Stuart. That concludes our
9 presentation this evening. We're
10 happy to answer any questions that
11 the Board members might have
12 regarding anything you've seen or
13 anything else you've read from the
14 DEIS that we didn't specifically
15 cover this evening.

16 CHAIRMAN HEASLIP: Let's go
17 over what we're going to do from this
18 point on.

19 MR. CLEARY: The process the
20 Board's engaged in right now is a
21 fairly well prescribed sequence of
22 events. The State Environmental
23 Quality Review Act sets forth the
24 series of requirements this Board, as
25 Lead Agency, must follow. Where we

are tonight is the first opening of the public hearing on the Draft Environmental Impact Statement. The Board adopted a scoping document that set forth a series of issues to be studied. The applicant has gone off and prepared those studies. They're incorporated into the document, the Draft EIS. The Board has determined that scope has been addressed in terms of the provision of the responses to those studies. Where we are now is evaluating the adequacy of those studies. So the Board, it's technical consultants, the other involved agencies and you as the public, now have an opportunity to comment. The public hearing on the Draft Environmental Impact Statement will stay open, as long as is necessary, to obtain all the public comments to address this document. The way this works, it might be different for some of you, is that

tonight, if you choose to give comment to the Board, you won't get an answer. The way this system is set up is that the answers will come formally to you, they will come to you in the Final Environmental Impact Statement. So feel free to comment tonight. If you choose not to stand before the Board, you can provide your comments in writing to the Board and it is very likely, this public hearing will be held open to another meeting, as well, to allow you to think about it and offer your comments again. It's important to bear in mind, this may be a little frustrating, in that you won't get your answers tonight. You will get them in writing and very specific detail in the Final Environmental Impact Statement. Once the Board is satisfied with that document, it moves to the final step in the environmental review process, which

1
2 is the adoption of findings, which is
3 where the Board will establish their
4 opinion with respect to the voracity
5 of the studies and analyses and so
6 forth. This is again a choreographed
7 process. We ask you to bear with us
8 as we adhere to the rules of this
9 system. Again, try not to get
10 frustrated. Deliver your comments as
11 you see fit. There's a microphone
12 before you this evening to feel free
13 to use. Sometimes it's better if you
14 can put the comments in writing, so
15 we can be certain we're getting your
16 concerns precisely.

17 CHAIRMAN HEASLIP: Thank you,
18 Pat. I think for purposes of the
19 agenda tonight, there is no question
20 we'll keep the public hearing open
21 until July. I think it's only fair
22 we do that. Let's take the next 15
23 minutes or so, comments from the
24 public and then we'll take your
25 written comments between now and July

1
2 and then see you back here in July.

3 MS. BARNWELL: Submitting
4 written comments can be in what form?

5 MR. CLEARY: In written form.

6 MS. BARNWELL: E-mail, mailed
7 to Roe?

8 MR. CLEARY: We'll accept them
9 in any way. The easiest way is
10 through Rosemary at the Planning
11 Department office. You can write it
12 in the back of an envelope and slip
13 it through the door.

14 MS. BARNWELL: E-mail to Roe
15 and her E-mail address is on the Town
16 website.

17 MR. CLEARY: It is. You can go
18 through the Town website. There's an
19 easy connection to Roe.

20 CHAIRMAN HEASLIP: Have a
21 motion to open the public hearing?

22 MR. SPANO: So moved.

23 MR. REICH: Second.

24 CHAIRMAN HEASLIP: Unanimous.
25 Right here, sir.

MR. HYMAN: Good evening. My name is Richard Hyman. I'm a certified planner and I'm here on behalf of the Westchester Work Force Housing Coalition. Zoning for office parks is a great idea, in fact, it's an idea that I and several others had several years ago. The County in 2007 contracted with me to develop this study, office park housing, to promote the concept of housing in office parks. However, the report, in addition, recommended mixed use zoning and office parks and allowing multi-family housing and commercial uses, recommends such zoning have fair and affordable housing. After reviewing several *ProForma, the report recommends 15 percent of multi family units be constructed as affordable. The County Planning Board, in the letter to you, dated April 27, 2015 on this matter wrote "we continue to recommend that the

Town/Village take steps to incorporate a model ordinance provisions into the town/village code. We recommend the Draft EIS to include a discussion on how the proposed development could potentially, affirmatively further fair housing in Harrison. The model ordinance referred to in the letter requires a set-aside of 10 percent of the units as fair and affordable. Unfortunately, the Town/Village has not required, nor has the developer provided even, any discussion of fair and affordable housing in the DEIS. The only sentence on the subject in the DEIS is the Town of Harrison does not have the requirements of affordable housing. There's none proposed here. All units are proposed rental. In addition to ignoring the County's recommendation, the DEIS quotes and also ignores the recently adopted Harrison

comprehensive plan. Harrison should evaluate the possibility of allowing more varied housing types, to increase variety and affordability of housing. That's in your own comprehensive plan that was adopted. To respond to this recommendation of the comprehensive plan as the DEIS does that "rental apartments would help expand housing options available within the town" is nonresponsive and disingenuous. SEQRA caselaw requires the DEIS to include the study of socioeconomic factors, of which affordable housing was one. If Harrison were to accept this DEIS with no discussion of fair and affordable housing, it could easily be accused of not taking a hard look and subject to litigation. All of this takes place in the context of Harrison's dismal history relating to fair and affordable housing. The Westchester County allocation plan

for the 2000 through 2015 period for Harrison is 756 units. None has been built in Harrison. The 2 allocations plans of the County have been utilized by the County for over twenty years and recognized and given standing by the courts in Triglia versus the Town of Cortlandt. In addition, the housing monitor under the 2009 settlement of the lawsuit against Westchester County has determined that Harrison is one of the three municipalities in the County with the most exclusionary zoning, based on both the Berrenson and Huntington tests. Ironically, in the face of all this history, Harrison has a unique opportunity to adopt zoning requiring fair and affordable housing on the site and has a developer with a history of providing fair and affordable units in many of it's developments. In Dutchess County, Toll Brothers is

1
2 providing affordable housing at
3 Hopewell Glenn, 29 of 292 units and
4 Four Corners, 26 of 264 units. You
5 have a developer willing to do it.
6 You have a County telling you you
7 should be doing it. You have a Court
8 that's the monitor saying your zoning
9 is exclusionary and in the face of
10 that it seems unbelievable you would
11 not proceed with affordable units in
12 this development. The proposed
13 development before this Board, the
14 Residence at Corporate Park Drive is
15 not permitted under local zoning.
16 They're asking for an amendment to
17 the zoning. Therefore, Harrison has
18 the ability, even the obligation, to
19 require the inclusion of fair and
20 affordable housing as a condition of
21 rezoning this property. Thank you.

22 CHAIRMAN HEASLIP: Thank you,
23 very much.

24 MR. DEMIRJIAN: Good evening,
25 Chairman, members of the Planning

1
2 Board, I have some concerns about
3 this. As a resident of 20 years of
4 the Town of Harrison, that are going
5 to direct me and my fellow
6 residents--

7 CHAIRMAN HEASLIP: Identify
8 yourself and tell us where you live.

9 MR. DEMIRJIAN: Ted Demirjian,
10 Century Ridge Road, Purchase, in the
11 Town of Harrison, of course. As I
12 was saying, the concerns I have are
13 regarding what will be long-term and
14 lasting that were in the DEIS, as
15 posted on the Harrison website.
16 Starting with utilities, it was
17 mentioned about water in Section
18 3-G-1, it was mentioned that the
19 Westchester Joint Water Works already
20 is going to be monitoring and working
21 with this development, but there was
22 no mention about the violation about
23 the Westchester Joint Water Works
24 that they're in right now being
25 noncompliant in water purification

systems. There is no mention regarding a threshold, what the pressure and the volume of usage that a residential unit would impose on the violation and threshold of the Westchester Joint Water Works. If one calls the Westchester Joint Water Works, which I often do, I'm told there's a problem with the pumping station, it's old, it's outdated. So in the study it was mentioned that there's some assessment, but no mention specifically was made to what that assessment was and what the problems would be if there are any problems with the ability of the Westchester Joint Water Works to provide adequate pressure and water, without raising my rates and putting me at a point of economic despair because of this housing unit. In regards to traffic, there is no mention in the study regarding Anderson Road, Purchase Street and

Kennelworth. If somebody were to go on Westchester Avenue, make the wrong turn, you have you go off Purchase Street and Anderson Hill Road, which is right behind the property. It's a main thorough way. Any time anybody here, I'm sure you all have, if you go certain hours of the day or night, 7:15 to 9 or so, it sometimes could become a parking lot, specifically when 287 is congested, which is just about getting more and more everyday, especially if there's an accident or a problem at the Tappan Zee. There is no mention regarding Purchase Street, which there's the traffic from Manhattanville College, as well as the schools, the school buses and in regard to school buses, Kennelworth Road is highly used by the school buses in going from the Morgan Stanley complex across to go to the middle school and high schools. So that would be helpful to

for that road to be included in the study. In regards to mitigation, there was no mention of any mitigation in that document. In regards to the fire department, 31-8, the failure to mention that the Purchase Fire Department is on Anderson Hill Road, but it's an all-volunteer fire department, what the additional requirements would be adding in additional need for volunteer firemen and how that would occur. There was a study mentioned that would be a seven minute run from Purchase Fire Department to this complex, and in the event of a traffic or in getting, rounding up all the firemen, that may not be very realistic in terms of numbers. That seems to be more of an arbitrary number quoted. I refer everyone to the Avalon Building Complex fire in New Jersey. That had at the time all the necessary building code

requirements, sprinkler systems. Yet in a manner of a few minutes, the whole place was consumed and devastated. I'm not sure if this particular complex is going to be the same material, which seems to be the de facto standard in building such apartment units and complexes, even though with the fire suppression system, that would be made. Finally, schools. There was a mention in the study about Purchase Elementary. The glossing over LMK and Harrison High School was not mentioned. LMK and Harrison High School, according to the study in the DEIS, has been on the increase, not on the decrease. That's page 31-G. No mitigation has been made or references has been made, what happens when you increase the students? They're basing it on the 2 bedroom, 190 units of the 2 bedroom, they're going to have between 11 and 29 students. They're

1
2 assuming all of them are going to go
3 to Purchase Elementary. Eventually
4 they're all going to LMK and Harrison
5 High School, which are right now
6 over-crowded. I have to commend them
7 on the animation. My son learned
8 that in LMK in 7th grade. It's nice
9 to know that the new technology
10 that's being taught in the Harrison
11 Central School System is being used
12 in the business today. That's it.

13 CHAIRMAN HEASLIP: Thank you.

14 MS. CARTER: Good evening,
15 members of the Town Planning Board of
16 Harrison. My name is Nada Carter.
17 I'm the Executive Director of a
18 nonprofit organization county-wide in
19 Westchester. Also a member of the
20 Work Force Housing Coalition in
21 Westchester County. The reference to
22 the Millennials, first I'd like to
23 say, it's a very attractive design.
24 I very much appreciate how the
25 planners are putting effort into

building on already disturbed areas and not removing old growth trees. That's point is very well taken and appreciated. I live in work force housing. I do feel strongly that the Board of Harrison and the Planning Board has an obligation to provide housing for people who work in Harrison, for people who make the municipality function every single day. Whether it's the teachers, whether it's the people who are preparing meals for children in your public schools, librarians, the volunteer firefighters, the sanitation department, I'm curious how many of them, how many of your own workers are able to afford to live in Harrison. Harrison is about two-thirds the size of Manhattan and has not been able to develop a single affordable housing unit. This is the information I'm reading. That's really a shame. This property

1
2 borders the City of White Plains that
3 has committed to 20 percent
4 affordable housing for every new
5 development, for every new housing
6 project. If the City of White Plains
7 can do that, which is right across
8 the street, at the other side of 287,
9 it's affordable housing 20 percent.
10 So that's what we're asking for and
11 we strongly ask you to, please
12 consider that. I know the developers
13 feel they don't have to do that,
14 unless the directives come from you.
15 You have a very serious obligation to
16 make sure that you're meeting the
17 needs. The gentleman talked about
18 the Millennials. The Millennials,
19 perhaps the best gift you could give
20 them is giving them the gift of being
21 able to stay in the town where they
22 grew up. You're losing a lot of your
23 young people, because they can't
24 afford to live here.

25 CHAIRMAN HEASLIP: Yes, sir.

JIM KILLORAN: Good evening,
everybody. It's an honor to be
before you. I was here at the last
meeting. Jim Killoran, Director of
Habitat for Humanity of Westchester.
We have built, in Somers. The first
house was Larchmont. We built in
Bedford. We have a proposal to build
home ownership in Chappaqua and every
town and city should be able to have
simple and decent homes for the
people who grew up here, who want to
die here. I too commend the
beautiful proposal. We used the
planking on our homes. Some of the
developers, as well as some of the
Lawyers here have gotten out of the
suit and have built homes here. I
dream of the day, instead of learning
in school, instead of power point,
they learn to hammer again. To think
that it's an opportunity for you. I
ask you to recommit and rethink about
and we heard about what we built for

volunteer firefighters in this county. Where do they live, who responds, who saves your house, who saves people living in the building, what is the response time. To think you couldn't put a set-aside for affordable housing for hotel workers right nearby, hospital workers, Harrison volunteer firefighters and Harrison citizens, is something that I hope you reconsider. You know, every day I get requests from senior citizens who can't afford to pay their taxes and replace their faulty electric. Tomorrow I'll build for veterans from Iraq, who fought for us in Iraq and Afghanistan. In two weeks everyone will raise the flag at July 4th. Not to have veterans to afford to live in there, as we all raise the flag is a question I have for all of you. We build homes for veterans who fought for us overseas. It's an opportunity. In the hallway

at the last hearing, the gentleman with the brogue and the country I came from a long long time ago, Italy, you know, he said if asked, we'll build it, we'll accept it. These are not poor developers. Look at the three-piece suits they have on. I can't afford a jacket. To think that the Town, everyone here and the little of you is brighter than this diatribe and this fighting and these are those people and these are them. I am about home ownership. I like to create taxpayers. I don't prefer this model as the answer to affordable home ownership in Westchester for long-term intergeneration in New York. Forbes Magazine said we're the most exited state in the country. How many people in the room are planning to leave here in the house you own or retire in, because we can't afford it? There's something illogical and

un American and irrational about that. I beg you, I ask you, I hope that you reconsider, even though we did it in the guise of the DEIS, will you consider the impact of affordable housing on the project. They're beautiful. Set aside some of them there, which they have done before and they can do again in this great town.

CHAIRMAN HEASLIP: We have time for 2 more. Yes, ma'am.

MS. WILSON: Good evening, Chairman Heaslip and members of the Planning Board. I'll be brief. You've seen me many times before. Kristen Wilson, Counsel to Harris Beach, representing PEPA. I submitted written comments previously. I will followup tonight with subsequent written comments, but just a couple of points and I'll try and be brief. There are five points I want to make. One, we have asked

1
2 for, still is missing, appendix B-2,
3 the response from the fire
4 department, doesn't seem to be on
5 line. I don't know if we can fix
6 that. Hopefully, before July that
7 can be posted. I think it's an
8 important response document the
9 public should get to see. Second,
10 what is the situation with
11 Manhattanville Road? The DEIS makes
12 very brief mention of it. And you
13 don't really propose any changes to
14 it. That's contrary to a statement
15 made publicly tonight. If that could
16 be clarified.

17 CHAIRMAN HEASLIP: What
18 statement was made?

19 MS. WILSON: About opening it
20 up, whether or not that access road
21 will ever be opened up.

22 MR. MANDELBAUM: That wasn't
23 said. I don't believe that statement
24 was made.

25 CHAIRMAN HEASLIP: Answer that.

1
2 MS. WILSON: With respect to
3 the zoning, proposed zoning
4 amendment, you had on your agenda
5 tonight a proposal, adjourned now,
6 parcel B for the development of a
7 commercial building and what I
8 mentioned before and I renew that
9 request, some type of moratorium be
10 considered on any rezoning of
11 commercial office park in the entire
12 town, so that it can be looked at a
13 little more closely, if you're
14 considering approval of other
15 commercial office space and at the
16 same time rezoning existing corporate
17 office park space, it's inconsistent.

18 CHAIRMAN HEASLIP: Just to make
19 it clear for the public, we're not
20 considering it. The owner of the
21 property is considering it and
22 presenting it to us. We don't
23 consider the projects. We hear the
24 projects. I don't want to be put in
25 the position where we're assuming

1
2 we're presenting the applications or
3 pushing it. They come to us.

4 MS. WILSON: Fair enough. As
5 you can hear, these applications, if
6 you could keep in mind that there are
7 a variety of, there are conflicting
8 applications presented before you,
9 nonetheless they have an impact
10 town-wide and perhaps the existing
11 parcels that are zoned corporate
12 office park should be looked at a
13 little more closely, before you
14 seriously consider hearing other
15 applications for commercial office
16 space. Affordable housing component
17 has been mentioned before. I won't
18 repeat that. Also the impact
19 town-wide on the proposed zoning
20 amendment. I know it's been said,
21 it's only in the teardrop area. Are
22 there any other viable parcels that
23 could possibly take advantage of this
24 zoning and what impact that might
25 have. The alternative section, I

1
2 believe it was alternative F that was
3 shown before, I know they increased
4 the setback on some, on alternative F
5 and increased the height of the
6 building. An alternative that
7 decreases the density should be
8 seriously looked at as part of the
9 DEIS. Finally, the emergency service
10 data should be more complete at this
11 time, with respect to the police,
12 fire. The EMS seemed to be fairly
13 complete. If there could be a more
14 complete response from the Police
15 Department, as well.

16 CHAIRMAN HEASLIP: Thank you.

17 MR. ROBERTS: Good evening.
18 I'm Alexander Roberts. I'm part of
19 the Westchester Work Force Housing
20 Coalition. My colleagues gave a very
21 eloquent description of what I wanted
22 to say. My comments were sent to
23 Roe, so they are in the record. I
24 have a couple of questions that I'd
25 like to address to you, which you

said we could. The first one is, why does the Board refuse to ask the developer to consider the impact of affordable housing in the DEIS, just to consider it. I don't know if you want to answer that now. You said you'd answer them later. Whatever. My question again, if the developer decided to reserve 10 percent for affordable housing, as it has in many other projects, how would the Board feel about it, how would the town feel about it? Would they support that? Why did the Board not support larger units for families, what is the issue with that? I notice there are no three bedrooms, which a market study shows are in demand. Those basically are the major questions that I have for you. I just, in the larger sense, I would ask you that, you know, in the MTA project, you went and decided to do a few affordable units. What would be the

1
2 great harm in setting aside a portion
3 of these units for people making up
4 to 56,000 thousand dollars a family
5 of three, in an apartment which is
6 what affordable is. Why don't you
7 feel that you have any obligation to
8 address people at or below 80 percent
9 of the area median income, which is
10 over 40 percent of the population of
11 Westchester? Why do you ignore such
12 a large group of people in the town,
13 that's almost the size of Manhattan?
14 I don't think --

15 CHAIRMAN HEASLIP: Can I
16 interrupt a second? I think that
17 question should be directed to the
18 Town Board. We have no legislative
19 power. We can't impose those things
20 that you wish to be imposed. We can
21 make recommendations.

22 MR. ROBERTS: That's what I'm
23 saying.

24 CHAIRMAN HEASLIP: You're
25 saying those questions as if we're

1
2 ignoring the issue, that we haven't
3 considered the issue and that we have
4 the power to implement it. We don't
5 have the power to implement it. We
6 have the power to recommend it.

7 MR. ROBERTS: Why don't you
8 recommend it?

9 CHAIRMAN HEASLIP: To a higher
10 power board.

11 MR. ROBERTS: As being
12 responsible people on a Planning
13 Board, responsible for land use, for
14 a very large town, that you should
15 recommend that some of the housing go
16 to over 40 percent of the population
17 that makes less than 80 percent of
18 the area median income. That's a
19 good point. By the way, as a whole,
20 the Work Force Housing Coalition
21 supports this project.

22 CHAIRMAN HEASLIP: Thank you.
23 Last one.

24 MR. TINN: I'm Leo Tinn,
25 environmental planner with Louis

Berger Group, also representing PEPA.

I won't repeat what Kristen hit already. The key things I wanted to emphasize, the district-wide impact.

The Applicant clearly showed the market demand for conversion of office space to other uses.

Segmenting that review of just this site, when the decision by the Board will effect all the sites in the district, including other sites owned by this applicant, just to the east.

So I think that makes the issue of cumulative impacts in looking at what will happen realistically over a ten year time period, if multiple properties being redeveloped and the traffic and community implications of that. The alternatives discussion in the DEIS is lacking and particularly, the dismissal of looking at the issue of alternative sites, including potential other sites controlled by the applicant is not addressed at

all. Why that couldn't be feasible. Then the issue of looking at a smaller scale development. We have talked a lot about this being mostly on developed land. A key statistic not mentioned is the impact on 247 mature trees. This is a developed site. It should be possible to come up with a project that avoids those impacts entirely. That wouldn't be unreasonable to look into. Also the issue of what is the minimum size of a development that's feasible. The DEIS implies, without any back-up, that this is the smallest development it could be or it won't be financially viable. Some supporting detail of why that's the case and why a slightly smaller development, that would avoid forest and wetland buffer impacts should be looked at. Last point I'll mention is with respect to the schools. The methodology used is handpicking other development

1 comparables. There's a lack of
2 process by which those comparable
3 projects were selected. We think
4 that's understating the level of
5 impact and the fiscal impact analysis
6 identifies impacts on not just
7 schools, but fire, EMS and emergency
8 response and those, when looking at
9 the numbers of the tax benefit to the
10 town versus the cost, those costs
11 should be taken into account. I'll
12 leave you our formal comments, as
13 well. Thank you.

14 CHAIRMAN HEASLIP: Yes.

15 MR. MANDELBAUM: Obviously,
16 we're going to respond in the FEIS in
17 writing. We disagree with some of
18 the characterizations on a legal
19 basis, which again we'll do in
20 writing. I do want to clarify, I did
21 not hear any statement this evening,
22 nor is there a statement in the DEIS
23 regarding Manhattanville Road. That
24 was a viewpoint in the video that was
25

1
2 shown from the end of Corporate Park
3 Drive, looking back up where you
4 can't see the building. As we said
5 all along, there's nothing in the
6 proposal that has to do with that
7 intersection. It's merely to show a
8 viewpoint in the video.

9 CHAIRMAN HEASLIP: You're
10 saying you're not proposing, nor are
11 you considering or would consider
12 proposing an opening of that
13 Manhattanville gate that's there?

14 MR. MANDELBAUM: No, nothing in
15 this project proposes to do that. I
16 wanted to clarify that. Thank you.

17 CHAIRMAN HEASLIP: You're
18 welcome. What we'll do, we'll have a
19 motion to continue the public hearing
20 the 3rd week in July.

21 MR. REICH: So moved.

22 MS. BARNWELL: We don't have
23 the date.

24 CHAIRMAN HEASLIP: Unanimous.
25 Thank you, everybody.

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(Hearing Adjourned 9:00 p.m.)

CERTIFICATION

This is to certify that the foregoing
is a true and accurate transcript of the
Meeting as taken and transcribed by me.

Joseph Jacoby
Court Reporter

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Public Hearing #2 Transcript (7/23/15)

PLANNING BOARD
TOWN OF HARRISON
Tuesday, July 23, 2015
7:45 p.m.

PRESENT:

Thomas Heaslip, Chairman
Joe Stout
Kate Barnwell
Anthony Spano
Nonie Reich

ALSO PRESENT:

Patrick Cleary, Town Planner

McCullough, Goldberger & Staudt
Attorneys for the Applicant
BY: Seth Mandelbaum, Esquire

CHAIRMAN HEASLIP: Next item
103-105 Corporate Park Drive. Public
hearing on this application remains
open.

MR. MANDELBAUM: Good evening.
If we can have a moment to set up a
couple of presentation boards we
thought were pretty useful last month
and we think would be useful if we
could set those up for the public,
primarily. While they're doing that,
I'll give a brief introduction.

Good evening. Seth Mandelbaum
from McCullough, Goldberger & Staudt,
on behalf of the owner of 103-105
Corporate Park Drive, Normandy Realty
Partners, who are collaborating with
Toll Brothers on the proposal to
demolish 2 underutilized office
buildings at the site, which is 10.35
acres and replace it with a modern,
attractive residential building, 421
units, designed primarily for
millennials and empty nesters. We

gave a full presentation, as you may recall, at the June meeting. We weren't planning on doing that once again tonight. I talked to Pat about that. We have the materials from last month, if the Board has any questions about something specific or wanted to see something once again. Our game plan for this evening was to let the public continue their comments, of course and ask the Board at the end of that comment period to consider closing the verbal part of the public hearing and as you often do, and I understand you're planning on probably doing in this case, have some time period for written comments after the close of the verbal hearing, at which time we'll be off working on the FEIS on this project and come back to Pat and the Board after the summer, for further consideration.

CHAIRMAN HEASLIP: Thank you.

We'll invite the public. Anybody here would like to come forward on this application, do so now, if you'd like.

VOICE FROM THE FLOOR: Are you asking if anyone wants to speak on the subject?

LUCILLE HELD: That's what I said. I feel like this is a replica of what I lived through and spoke about when Texaco was the first corporation that decided that it would like to come to the Town of Harrison. When that happened, which I fought against, because it would change the character of Harrison forever, take away what we came here for, the peace, the quiet, the birds, flowers, et cetera, et cetera. I was guaranteed by the people in Texaco at that time that they're so rich, we don't have to worry about it. Well, the crowd who came with their Navy suits and their attache cases

disappeared somewhere within the next few years. I feel that the responsibility of this situation and the change that it will make in what the thought of Harrison is, is a very, very, very big responsibility. I don't look at it as a story of today. We now know what can happen if we let in a different kind of a situation, what the future may or may not bring to us. My objection to this, of course, is the lit up 400 apartments that will make a mask of lights, 400, minimum 400 cars, the buses that will take these people to White Plains, the fact that we're in another word, laughable, dictating that there won't be that many children going to our school system. I know in China there's a restriction on having children. I didn't realize that that would ever be quoted in any presentation in something like this hearing. So I beg of you sitting up

there to remember that you are a few people sitting up there, absolutely, absolutely going to change, maybe not within your lifetime or maybe within a very short period of time, you're going to change the complete and total complex of Harrison. It's not going to add, as far as I'm concerned. We were promised by Texaco we would add business downtown in our town. It won't. It will add traffic, it will add lights, it will add -- it will preface itself only, almost into a New York beginning, because remember New York started the way Harrison did and Harrison at this stage of the game is going through quite a change process. Then you ask me, well Lucille, we need the money, because we need the taxes and what we're doing is a credit to the Town of Harrison and it will grow and be better, better, better. It will duplicate itself, it will deteriorate

over the years, because it's dealing with a certain type of movable and proud you are, proud are the people who are suggesting this, that it is for people who are going to be almost transient in this area. So what I beg of you to do and it has nothing to do, as far as I'm concerned for a personal, it's no more personal than anything that happens in Harrison and I've propose the point that I'm personally involved, a selfish kind of personal thing, I beg of you that this one will lead to more, that the traffic will lead to more, the lights will lead to more. They suggested they're going to have a walkway to go to the exercise area. That will be lights, high lights on the streets, on the corners, on the buildings, all over the place and going down, you're not going to have what you have now, that you say to me, well, you have to consider the fact, what are we going

to do now that we've got the sickness that Texaco drove us into of the corporate moving and leaving us holding the bag, what can we do. Well, we spend \$825,000 trying to create a program for the Barago story. Why have we not got a group of people who go out for Harrison and solicit different organizations that would keep us into the same situation that we are now, the way that we have already inherited the sickness of the corporate, as far as I'm concerned, because I never could figure out my life that we have so much money from the corporate, we still have to pay taxes. I never figured that one out. I beg of you, reconsider yourselves, each individual sitting up there is going to determine right now, by this project, what Harrison is going to be like for maybe the children who will inherit your houses. Thank you, very much.

CHAIRMAN HEASLIP: Thank you,
Lucille. Anybody else? Yes, sir.

MR. DEMIRJIAN: I have written
copies. Can I distribute it to you
guys or hand it to Pat?

CHAIRMAN HEASLIP: You can do
whatever you'd like. You want to
give them to us or Pat. Are these
different?

MR. DEMIRJIAN: Yes, they are
not the same. I wouldn't waste your
time, nor mine. Good evening. My
name is Ted Demirjian. I live on
Century Ridge Road. I've been a
resident for 20 years. These items
are different than the ones discussed
at the June 23rd meeting. The 2
items are taxes and infrastructure.
In the DEIS, the applicant did not
state the source of their numbers for
the proposed tax revenue. They
stated numbers and they made
projections based on those numbers.
They did not state where the source

1
2 of those numbers, if they met with
3 the Town Assessor, the New York State
4 Assessor or how those numbers were
5 derived, and based on those numbers,
6 they made predictions that they were
7 going to be possible proposed
8 benefits for the Harrison Central
9 School District, based on a limited
10 number of students coming in. If
11 they can please clarify how they got
12 the numbers and what the sources are,
13 obviously, that would make it
14 transparent. Also the report that
15 they submitted, did not submit any
16 tax deferments, credits, tax
17 abatements that will either directly
18 or indirectly change the numbers that
19 they propose in their report.

20 In regard to infrastructure,
21 they mentioned the power will be
22 going underground. They did not
23 mention anything about meeting with
24 Con Ed and how the proposed building
25 would be powered 24/7. As it

currently stands, it's deemed as commercial. I bring this up there was a real life incident this past Sunday, on the 19th, when there was our first heat wave. The residents in Purchase experienced a brownout, which means that instead of receiving 250 volts of power, we received 210, which lowered the amount of power coming into our neighborhood. I know, because it burnt my air conditioning unit out, which was a new unit. Fortunately, I was able to get it fixed in time. Unfortunately, it cost me a hefty price tag to get that fixed, because of the problem. I spoke to Con Ed and the Public Service Commission. They said the way the area in Purchase is powered and the infrastructure there, it's based on residential power and they deem necessary in certain heat waves and certain power consumptions, to lower it. I asked the officials at

Con Ed if this is going to be impacted with any proposed building at 103 105. They said it may, but the applicant hasn't approached them, so they have no comment on that. If there's going to be a rerouting or redirection of power, that would directly impact, given the frail system that exists right now, Con Ed has no future plans or immediate plans to change the power structure and the power source we're receiving. In addition to that, I think they're doing gas work on Century Ridge Road, on a 70 year old gas main there. I asked about the gas, looked at the report in the gas, DEIS report, I don't see anything in there on how the gas would be feeding the building. I know there's a major gas line that runs along 287, that's as Con Ed said, a feeder line. It's not meant to feed individual areas. I'm wondering why the applicant hasn't

1
2 gone through that trouble and
3 respectfully ask the applicant to go
4 through that, to understand that
5 there's going to be a direct impact
6 on the infrastructure, as frail as it
7 may be, that will directly impact us
8 as residents. Those are my comments.

9 CHAIRMAN HEASLIP: Anybody else
10 here like to come forward on this
11 application? Anybody on the Board
12 have any further comments?

13 MR. STOUT: I have a couple of
14 questions or comments. I would like
15 to know today how many students come
16 to the Harrison School District that
17 live in apartment complexes, what the
18 percentage of the school district is
19 already. I would like you to look at
20 applying the HUD regulations to
21 affordable housing, if in fact,
22 somehow, the developer volunteers to
23 do affordable housing or there's some
24 kind of discussion on this, I would
25 like that to be studied, so we have

1
2 the benefit of knowing what the
3 impact is, both on the school
4 district and on the services. I
5 don't know if those -- my
6 understanding of HUD regulations is
7 that they may generate more children
8 than your study shows today.

9 CHAIRMAN HEASLIP: Anybody
10 else?

11 MS. BARNWELL: Are we going to
12 have a written period following this?

13 CHAIRMAN HEASLIP: I think
14 we're going to propose that now, if
15 we exhausted the public hearing.

16 MS. BARNWELL: I may want to
17 reserve my remarks for a more planned
18 focus of my energy. One thing I
19 would say, there's a couple of
20 smaller things, like the school
21 section could use a fuller
22 description of source sighting,
23 sources similar to what Mr. Demirjian
24 said about the tax data, I'm just
25 concerned about some inconsistencies

1
2 there and Joe's comments, that a
3 study of -- we heard a lot from the
4 advocates for affordable housing the
5 first part of the public hearing. I
6 think that warrants consideration in
7 this project and if so included, it
8 should be carried throughout the
9 study, the environmental impact
10 study.

11 CHAIRMAN HEASLIP: We got a
12 number of letters submitted, written
13 comments.

14 MR. CLEARY: Yes, we did.

15 CHAIRMAN HEASLIP: The
16 Applicant has those and they will
17 have to be addressed.

18 MS. BARNWELL: Then the fire.
19 I had a note from last time, the fire
20 response time and the Purchase Fire
21 Department. I couldn't find the spot
22 in the DEIS. I'll put that in
23 writing.

24 CHAIRMAN HEASLIP: Okay. One
25 last chance. Anybody else?

1
2 MR. CHAFIZADEH: Good evening.
3 Harris, Beach, by Darius Chafizadeh,
4 representing PEPA. Seems to me,
5 based on the comments of the Board
6 tonight and the public, this DEIS is
7 not complete. I think the applicant
8 needs to go back to the drawing Board
9 and answer the questions raised by
10 the Board, answer the questions and
11 put this in the analysis, so it could
12 be looked at closely by you before
13 you address the DEIS. I ask it be
14 adjourned another month, as long as
15 it takes them to do it, come back
16 with a complete document that's
17 adequate. Right now it's not
18 adequate.

19 CHAIRMAN HEASLIP: Do you have
20 specifics?

21 MR. CHAVIZADEH: We just talked
22 about it.

23 CHAIRMAN HEASLIP: Do you have
24 specifics?

25 MR. CHAVIZADEH: The specifics

1
2 that we talked about.

3 CHAIRMAN HEASLIP: Does PEPA
4 have specifics?

5 MR. CHAVIZADEH: We submitted
6 detailed letters over the months.
7 Tonight, as we sit here today, it's
8 clearly not complete and adequate for
9 your consideration.

10 MR. MANDELBAUM: May I briefly
11 respond to the last comment?

12 CHAIRMAN HEASLIP: Sure.

13 MR. MANDELBAUM: As the Board
14 recalls, you yourselves deemed the
15 document adequate for a public
16 hearing, which is why we're here. I
17 think, notwithstanding Mr.
18 Chavizadeh's characterization of
19 these comments, I think you probably
20 hear these kind of comments on most
21 DEISs. That's the purpose of the
22 FEIS, for response to these kind of
23 comments, that are pointing out
24 alleged deficiencies in the DEIS on
25 specific issues. We'll then go

1
2 through those points and give you a
3 proposed FEIS, which ultimately
4 becomes your document. I
5 respectfully disagree with the
6 characterization, since this Board
7 accepted the document as complete
8 back in May, after a thorough review
9 of preliminary drafts by this Board
10 and your consultant. I'd ask that
11 you close the hearing this evening.

12 CHAIRMAN HEASLIP: I have a
13 question for you, counselor.

14 MR. MANDELBAUM: Yes.

15 CHAIRMAN HEASLIP: If we close
16 the public hearing, the Board agrees
17 to close the public hearing, the
18 comment period is --

19 MR. CLEARY: Statutory
20 provision is 10 days.

21 CHAIRMAN HEASLIP: We typically
22 allow 30 days. That's something we
23 do on a regular basis. With the fact
24 that we're going to be off for the
25 month of August and there's a lot of

1
2 vacation time, would you have any
3 problem if we did a 45 day written
4 comment period?

5 MR. MANDELBAUM: From tonight?

6 CHAIRMAN HEASLIP: Yes.

7 MR. MANDELBAUM: That would
8 take us to right around Labor Day.

9 CHAIRMAN HEASLIP: Yes.

10 MR. MANDELBAUM: That's a
11 reasonable request. We have no
12 objection to that.

13 CHAIRMAN HEASLIP: That would
14 give us a little more time ourselves
15 to deal with the issues. Okay. Does
16 anybody want to make a motion to
17 close the public hearing?

18 MR. STOUT: So moved.

19 MS. BARNWELL: Second.

20 CHAIRMAN HEASLIP: All in
21 favor?

22 MR. CLEARY: After the motion,
23 written comment period of 45 days.

24 VOICE FROM THE FLOOR: When
25 would you make the decision, if

1
2 you're doing this September 1?

3 CHAIRMAN HEASLIP: That's the
4 comment period. We would then come
5 back to the September 29th meeting.
6 That's the next meeting. At that
7 point, we would put it to a vote.

8 VOICE FROM THE FLOOR: What
9 about a public hearing?

10 MR. CLEARY: Where we are now
11 is the review of the Draft
12 Environmental Impact Statement.

13 CHAIRMAN HEASLIP: It's just a
14 draft.

15 MR. CLEARY: What is being done
16 tonight is extending the written
17 comment period on the Draft EIS.
18 Once the 45 days is complete, there
19 will be a package of comments
20 delivered on this document, which
21 will be delivered back to the
22 applicant for response. The response
23 takes the form of a Final
24 Environmental Impact Statement,
25 another book this thick. The Board

1
2 will review that publicly. You'll
3 have a chance to comment on that.
4 After that, there's another round of
5 review that produces a findings
6 statement. That's the decision
7 that's months away.

8 CHAIRMAN HEASLIP: We'll be
9 back here on the 29th.

10 MR. CLEARY: We may not be.
11 It's up to the applicant to make the
12 draft.

13 MR. MANDELBAUM: We may not be
14 ready.

15 CHAIRMAN HEASLIP: That's the
16 first possible date this application
17 could be back.

18 MR. MANDELBAUM: Right.

19 MR. STOUT: You wanted to add
20 something to the motion?

21 MR. CLEARY: Just the 45 days.

22 MR. STOUT: So moved.

23 MS. BARNWELL: Second.

24 CHAIRMAN HEASLIP: Motion
25 passed.

1
2 MR. CLEARY: Written comments
3 delivered to Town Hall, to Roe's
4 attention.

5 CHAIRMAN HEASLIP: E-mail is
6 accepted. Old fashion written
7 comment.

8 MS. BARNWELL: Can we put that
9 notice on the website?

10 MR. CLEARY: We can do that.

11 MS. BARNWELL: We're accepting
12 comments until X date.

13 MR. CLEARY: We'll put it on
14 the website.

15 MS. BARNWELL: The actual DEIS
16 is on the website?

17 MR. CLEARY: Yes.

18 (Hearing Adjourned 8:05 p.m.)
19
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22
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24
25

CERTIFICATION

This is to certify that the foregoing
is a true and accurate transcript of the
meeting as taken and transcribed by me.

Joseph Jacoby
Court Reporter

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